

# SCENIC HIGHWAYS ELEMENT



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AN ELEMENT OF THE GENERAL PLAN  
CITY OF ESCONDIDO  
AUGUST 1975




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SCENIC HIGHWAYS

An Element of the General Plan

CITY OF ESCONDIDO

AUGUST 1975



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# CITY OF ESCONDIDO

100 VALLEY BLVD., ESCONDIDO,  
CALIFORNIA 92025  
(714) 745-2200



DARRELL DAUGHERTY  
COMMUNITY DEVELOPMENT DIRECTOR

August 6, 1975

Honorable Mayor and Members  
of the City Council  
Escondido, California, 92025

Mayor and Gentlemen:

Transmitted herewith is the recommended Scenic Highway Element of the General Plan. This element is designed to implement the goals, objectives and policies of the adopted General Plan and other adopted elements, while complying with the intent and purpose of applicable State law.

Respectfully submitted,

ESCONDIDO PLANNING COMMISSION

A handwritten signature in cursive script, reading "Glen DeJong".

Glen DeJong, Chairman

JM:GD:cm





## RESOLUTION NO. 75-149

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ESCONDIDO, CALIFORNIA, ADOPTING A SCENIC HIGHWAY ELEMENT OF THE GENERAL PLAN OF THE CITY OF ESCONDIDO.

WHEREAS, the Planning Commission of the City of Escondido has, by Planning Commission Resolution No. 2731, approved a Scenic Highway Element of the General Plan after holding duly noticed public hearings thereon; and

WHEREAS, this City Council has held a public hearing after due and legal notice thereof as required by law; and

WHEREAS, this element does not specifically adopt any routes, said routes to be determined at a future time; and

WHEREAS, this City Council is desirous at this time and deems it to be in the best public interest to so approve said Scenic Highway Element;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California, as follows:

1. That the above recitations are true and correct.
2. That, upon due consideration of all the evidence submitted, said Scenic Highway Element of the General Plan of the City of Escondido is hereby adopted.

PASSED, ADOPTED AND APPROVED by the City Council of the City of Escondido, California, at a regular meeting thereof this 6th day of August, 1975.

AYES : Councilmen: Boyce, Harmon, Linthicum, Roberts

NOES : Councilmen: None

ABSTAIN: Councilmen: Skuba

ABSENT: Councilmen: None

APPROVED:

*Lorraine H. Boyce*  
LORRAINE H. BOYCE, Mayor  
City of Escondido, California

ATTEST:

*Lena M. Hill*  
LENA M. HILL, City Clerk  
City of Escondido, California



STATE OF CALIFORNIA )  
COUNTY OF SAN DIEGO : ss  
CITY OF ESCONDIDO )

I, LINA M. HILL, City Clerk of the City of Escondido, California, hereby certify that I have compared the foregoing copy with the original resolution No. 75-149 passed and adopted by said City Council at a regular meeting thereof, at the time and by the vote therein stated, which original resolution is now on file in my office, and that the same is a full, true and correct copy thereof and has not been amended or repealed.

Witness my hand and the seal of said City of Escondido, this 8th day of August, 1975.

(SEAL)

  
City Clerk





RESOLUTION NO. 2731

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ESCONDIDO RECOMMENDING THE ADOPTION OF THE SCENIC HIGHWAY ELEMENT, AN ELEMENT OF THE GENERAL PLAN, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.

WHEREAS, on July 1, 1975, the Planning Commission did hold a public hearing to consider recommending to the City Council the adoption of the Scenic Highway Element, an Element of the General Plan, in the City of Escondido; and

WHEREAS, a notice of hearing to consider the adoption of the Scenic Highway Element, an Element of the General Plan, pursuant to the provisions of Section 65302 (H), Article 5 of the Government Code was published in the Times Advocate, a newspaper of general circulation published in the City of Escondido, and the Affidavit of Publication is on file in the records of the Planning Commission; and

WHEREAS, the Planning Commission has completed studies for the Scenic Highway plan within and around the City of Escondido as prepared by the Planning Department; and

WHEREAS, the State of California has enacted the Planning and Zoning Law which provides for the adoption of general plans and separate elements; and

WHEREAS, after due deliberation and discussion of the selection of a scenic route, it was the consensus of the Planning Commission that Citrus Avenue from San Pasqual Valley Road to Bear Valley Parkway was to be included within the scenic highway route; and

WHEREAS, after notice given as required by law, one Public Hearing was held on July 1, 1975 to consider the adoption of the "Scenic Highway Element", an element of the General Plan.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Escondido that it hereby adopts and recommends for approval to the City Council the "Scenic Highway Element, an Element of the General Plan."

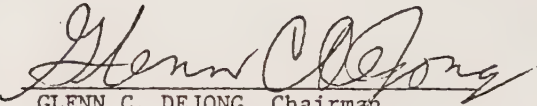


PASSED, ADOPTED AND APPROVED by a majority vote of the  
Planning Commission of the City of Escondido, at a regular adjourned  
meeting held on the 1st day of July, 1975, by the following vote,  
to-wit:


AYES: Commissioners Foster, Mutch, Vessels, DeJong  
Cate and Smith

NOES: Commissioners None

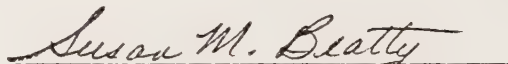
ABSENT: Commissioners Warren

  
GLENN C. DEJONG, Chairman  
Escondido Planning Commission

ATTEST:

  
DARRELL DAUGHERTY, Secretary  
Escondido Planning Commission

I hereby certify that the foregoing Resolution was passed at  
the time and by the vote above stated.

  
Clerk of the Planning Commission





## INTRODUCTION

This Element of the General Plan has been prepared in conformance with Section 65302 (h) of the State Government Code which requires all city and county general plans to include a "scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code."

The legislation pertaining to scenic highways is directed principally at requiring local agencies to develop programs to implement designated state scenic highways within their jurisdiction. The state scenic highway program originated with enabling legislation dating back to 1960. A study and recommendations for such a system was adopted in 1963. Due to a lack of local participation, the Government Code was amended in 1971 to require a scenic highway element as part of local general plans. In 1972 the law which created the California Council on Intergovernmental Relations (CIR) was amended to require CIR to adopt guidelines for the preparation of general plan elements, and to require local agencies to prepare and adopt such elements within one year of the adoption of the guidelines. This adoption of the guidelines on September 20, 1973 made adoption of a scenic highways element mandatory by September 20, 1974. Because of approval of a subsequent request for an extension of time, the City must adopt this element by September 20, 1975.

As part of the enabling legislation, the State found, in part, the following:

- "The Legislature hereby finds and declares that:
- (a) A program by the state for the development of a state scenic highway system is a vital part of the all encompassing effort which the state must make to protect and enhance California's beauty, amenity, and quality of life.
  - (b) The development of a master plan for scenic highways by the state, together with the cooperative efforts of local governmental agencies, will not only add to the pleasure of the residents of this state, but will also play an important role in encouraging the growth of the recreation and tourist industries upon which the economy of many areas of this state depend.
  - (c) The tremendous population increase and growth of California will necessitate the development of



existing state highways in scenic areas which should be constructed or developed giving the utmost attention to scenic values."

Although this legislation is directed primarily at implementing the proposed system of state scenic highways, the CIR guidelines state that this does not preclude local agencies from developing and adopting local scenic routes. There is a procedure whereby counties can propose county routes for inclusion and official recognition as County Scenic Highways. Local streets proposed as scenic routes are not expected to be recognized by the State except in rare cases where they may be significant connecting links between officially designated routes.

No proposed state scenic highways fall within the Escondido planning area. However, the County has proposed certain routes for scenic highway designation. One such route as described herein traverses the southern and eastern portions of our planning area, and portions of it fall within existing City Limits. It is recommended in this report that this route be adopted by the City and that cooperative action with the County be taken to undertake the necessary studies required for implementation.





## FINDINGS

The findings of this report are as follows:

1. The State of California requires that local agencies include a scenic highways element within their general plan.
2. The primary purpose of the legislation is to implement the State scenic highway system, but also provides that local agencies may propose additions to the state system or adopt similar local programs.
3. The purpose of the scenic highway program is two-fold: First, to ensure that highway construction does not destroy the natural beauty of the areas through which it passes, and second to protect scenic values along such highways.
4. The adoption and implementation of a scenic highway element is directly related to the open space element and the circulation element as well as the land use element, and is supported by and would aid in the implementation of several of the goals and objectives contained in the City's adopted general plan.
5. There are no proposed state scenic highways within the Escondido planning area. However, one such route is proposed by the County, and a portion of the same route is proposed by the City of San Diego. The remaining adjacent jurisdiction, the City of San Marcos, proposes no scenic routes adjoining our planning boundaries.
6. Adoption of this element does not by itself establish a scenic highway. It would authorize studies to be conducted to determine the feasibility of the route, the extent of programs necessary to manage adjoining scenic resources, the extent of the scenic corridor, and specific implementation techniques required.



## RELATIONSHIP TO ADOPTED GENERAL PLAN GOALS AND POLICIES

The adoption of a scenic highway system would be consistent with several of the goals and policies of the adopted General Plan related to encouraging tourism, preserving the natural setting and highway beautification. Specifically, the General Plan contains the following goals and policies:

- \*Foster and maintain a unique visual identity utilizing and preserving the natural setting and agricultural areas for their open space and economic values.
- \*Strengthen Escondido's position as a vacation and recreation center by providing accommodations and facilities for the tourist as well as the resident of Escondido.
- \*Plant borders and medians of freeways and major thoroughfares with trees and shrubbery to provide a pleasant driving experience and to protect and isolate residential areas from the adverse effects of these roads. Where vistas and views exist, and where attractive spaces can be created, openings in the plantings should be provided.
- \*Apply planned unit development and cluster zoning provisions to provide more common open space than would otherwise be available under conventional subdivision design, and to help preserve scenic natural and vista areas. Such spaces should be linked where possible with other open spaces.

The General Plan text also contains the following statement:

"Highway facilities shall be provided which in their location and design, as well as in their transportation functions, reflect and support the environmental values and community planning objectives of the area which they serve."





## DESCRIPTION OF ROUTE

The scenic highway route to receive primary additional study is shown on Page 12. The route enters the planning area from the south along Del Dios Highway to Via Rancho Parkway, east along Via Rancho Parkway across Highway 395 to the southeast corner of Kit Carson Park. The route then splits with one part proceeding north along Bear Valley Parkway to San Pasqual Road and the other part continues easterly along the alignment of the future extension of Via Rancho Parkway. At this point it leaves the planning area and continues to San Pasqual Valley Road. It re-enters the planning area on San Pasqual Valley Road and rejoins the other segment at Bear Valley Road. The routes then split again on parallel routes of Citrus Avenue and Bear Valley Road to rejoin at the intersection of these two roads. The scenic highway route then goes northerly on Bear Valley Road and continues along Valley Center Road to Lake Wohlford Road, easterly and northerly along Lake Wohlford Road where it passes beyond the planning area into Valley Center.

The route is approximately twenty-two miles long. It provides many scenic views of the Rincon Del Diablo basin, Lake Wohlford and Hodges, and the San Pasqual Valley. The route also provides major access to many of the recreational areas within the region such as the proposed Lake Hodges regional park, Kit Carson regional park, proposed Lake Wohlford regional park and the San Diego Wild Animal Park. It could also serve to direct people to Felicita County Park, the proposed Dixon Dam regional park, and the potential Guejito State Park.

Much of the route is still in a natural condition with only scattered rural development. The rolling topography presents ever-changing vistas. It bypasses all major commercial and industrial areas. The dominant land use along much of the route is agriculture, predominately citrus and avocado groves.



## RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

Land Use Element. The proposed route passes through areas designated on the General Plan as agricultural-residential, low-low density, and steep slopes, except for the central portion of the route along Bear Valley designated for low density.

Circulation Element. Del Dios Highway, Via Rancho Parkway, San Pasqual Valley Road, and Bear Valley Parkway are all designated as Major Roads. Valley Center Road is designated as a Prime Arterial, Lake Wohlford Road is designated as a Collector, and Citrus Avenue is designated as a Local Collector. The designation of Prime Arterial calls for a right-of-way of 126 feet, that of Major Road one of 102 feet, that of Collector one of 84 feet, and that of Local Collector one of 66 feet. Both Major Roads and Prime Arterials include provisions for a landscaped median.

The staff has been working towards adopting rural standards for roadways in rural areas, and certainly roads along a scenic route require different treatment than those designed to accomodate a more intense form of land use.

The State, in their planning criteria, utilizes the concept of the "complete highway", which incorporates not only safety, utility and economy, but beauty as well; that is, fitting the road and its structures to the terrain and natural surroundings.

Open Space/Conservation Element. The Open Space/Conservation Element shows the proposed route would pass through areas designated for agriculture, as having moderate (16-30%) and steep (31% and over) slopes, and, in the northerly portion, as having high fire danger. The route also crosses or parallels most of the proposed hiking trails, and parallels proposed bike routes along most of that portion of the route that lies within the planning area.

Those areas designated for agriculture are expected to remain in agricultural use, implemented through the application of 5 acre minimum zoning. Those areas shown as having moderate and steep slopes are subject to the Open Space development ordinance which requires development review and establishes criteria for land coverage, grading and retention of natural conditions where possible.



## POTENTIAL FOR ADDITIONAL ROUTES

The route proposed herein encompasses the majority of those portions of the circulation system which pass through areas of scenic beauty and connect major recreational areas, and areas which can be expected to remain in a near-natural state. The route has the additional qualifications of being continuous, and being part of an overall county-wide system.

Although portions of other roads may meet some of these criteria, none are apparent which would meet all, particularly in terms of joining with other portions of the system as a continuous route.

However, the CIR guidelines suggest that citizen input is important in surveying the community for routes suitable for inclusion in a scenic highway system, and also in gaining support for their adoption and implementation.

Subsequently, the City may wish to establish a citizen's committee to study potential additions to the system and/or to aid in the development of the various studies required for eventual implementation.





## PROCEDURE FOR IMPLEMENTATION

Adoption of this element does not automatically create a scenic highway. Adoption would authorize studies to be conducted to determine the feasibility of the routes, the extent of programs necessary to manage adjoining scenic resources, the extent of the scenic corridor, and specific implementation techniques required.

Specifically, Section 261 of the Streets and Highways Code states:

"The standards for official scenic highways shall also require that local governmental agencies have taken such action as may be necessary to protect the scenic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, including, but not limited to (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earth-moving and landscaping; and (5) the design and appearance of structures and equipment."

Utilizing guidelines adopted by CIR and California Department of Transportation, the following steps are necessary:

1. Adoption of a Scenic Highways Element as part of the General Plan.
2. Initiation of specific corridor studies to determine corridor boundaries, scenic resources within the corridor, relationship of the roadway to its environment, potential realignment or improvements of the route, and potential locations of rest areas, vista points, information sites.
3. Adoption of a program to protect resources identified within the corridor including regulation of density and/or intensity of development, land and site planning, control of outdoor advertising, control of grading and landscaping, and the design and appearance of structures and equipment.
4. Submission of a request to the California Department of Transportation for designation of the route as an Official Scenic Highway.

At the present time, the State proposes to participate in the designation of two classifications of scenic routes: official State Scenic Highways and official County Scenic Highways; there is no present procedure to designate any routes below the level of County Routes.



In terms of the route proposed herein, only portions of it would be eligible for State recognition; the route includes a portion of State Route 78 along San Pasqual Valley Road, and a portion of County Route S-6 along Del Dios Highway and Valley Parkway.

The County has stated they intend to apply for State recognition for those routes which would qualify. The State will conduct corridor studies along State routes, but do not participate in studies below this level. Therefore, step four in the above procedure would not be applicable to most of the proposed route. The studies necessary to implement the route should be a cooperative effort between the City and the County.

Also, since the majority of the route may not qualify for State designation, the City may adopt a program less rigorous than that required by the State, although it is proposed herein that the State guidelines be followed.



## CRITERIA FOR FUTURE STUDIES

Corridor and protection studies for adopted routes should include the following considerations:

1. Definition of the corridor should be based on the extent of the view exposed, nature of the vegetation, topographical limitations, natural and man-made features of interest, the character of the landscape, legal property boundaries, extent of public ownership, potential for inclusion of rest stops, scenic vista points, and inclusion of riding, bicycle and hiking trails.
2. The corridor protection measures to be considered should include land use controls including density, building heights and setbacks, screening of objectionable sites through grading and landscaping measures, grading limitations on alteration of the natural terrain, access limitations, utility placement, roadway design, fire protection, litter control, weed abatement, native vegetation protection and management and sign control.
3. Methods of implementation of the above should include adoption of design criteria of public improvements within defined corridors to lessen man's impact in rural areas, review of grading and subdivision ordinances, review of priorities for undergrounding utilities, adoption of a scenic preservation overlay zone or inclusion of the corridors within the review provisions of the open space development ordinance, purchase of scenic easements or density transfer provisions or utilization of agricultural preservation contracts or some combination of these provisions, as well as dissemination of information about and solicitation of public support for the program.





## RECOMMENDED ACTION PROGRAM

To implement a scenic highway program, the following actions are suggested:

1. Establish a Scenic Highway Advosory Committee to review potential additions to the scenic highway program, to review design and protection criteria, and to review existing applicable ordinances for possible amendment.
2. Authorize the staff to initiate the necessary studies or cooperate in joint studies with County staff.
3. Join the County in making application to the State for recognition of established routes and protection program for those portions of the route which qualify.
4. Direct the Public Works Department to utilize the concept of the "complete highway" in designing facilities within scenic corridors.
5. Amend the Circulation and the Open Space/Conservation Elements to include scenic highway designations.
6. Inform and encourage landowners within agricultural areas to participate in the provisions of the California Land Conservation Act.
7. Direct the Underground Utilities Committee to review the priorities list for undergrounding utilities.
8. Consider the impact on scenic values of projects within adopted corridors through the Environmental Impact review process.





### LEGEND

- PORTION IN CITY
- PORTION IN COUNTY
- ..... PORTION IN CITY OF SAN DIEGO

### PROPOSED SCENIC ROUTE



GENERAL PLAN PROGRAM  
ESCONDIDO PLANNING AREA

PLANNING DEPARTMENT  
CITY OF ESCONDIDO, CALIFORNIA







# SIGNIFICANT FEATURES ALONG ROUTE

PLANNING DEPARTMENT  
CITY OF ESCONDIDO, CALIFORNIA

GENERAL PLAN PROGRAM  
ESCONDIDO PLANNING AREA



The preparation of this map was financed in part through an urban planning grant from the Department of Housing and Urban Development under the provisions of section 701 of the Housing Act of 1954, as amended.

Planning and design work was prepared by Carson & Smith, Urban Planning and Design Associates, Berkeley, California, April 1968.





Portion within  
Escondido  
Planning Area

SCENIC HIGHWAY SYSTEM

COUNTY OF SAN DIEGO

SCENIC HIGHWAY  
SYSTEM

SAN DIEGO COUNTY PLANNING DEPARTMENT  
UNIVERSITY MICROFILMS  
SERIALS ACQUISITION  
300 N. ZEEB RD.  
ANN ARBOR, MI 48106  
313-761-8700

RELATIONSHIP TO COUNTY SYSTEM

THE SCENIC HIGHWAY SYSTEM IS A PART OF THE COUNTY HIGHWAY SYSTEM. IT IS A SYSTEM OF HIGHWAYS WHICH ARE OF SPECIAL INTEREST TO THE PUBLIC BECAUSE OF THEIR SCENIC, HISTORICAL, OR CULTURAL VALUE. THE SCENIC HIGHWAY SYSTEM IS A PART OF THE COUNTY HIGHWAY SYSTEM WHICH IS MAINTAINED BY THE COUNTY OF SAN DIEGO. THE SCENIC HIGHWAY SYSTEM IS A PART OF THE COUNTY HIGHWAY SYSTEM WHICH IS MAINTAINED BY THE COUNTY OF SAN DIEGO.



## BIBLIOGRAPHY

1. Report/A Preliminary Plan for Scenic Highways in California. State of California, March 15, 1962.
2. A Plan for Scenic Highways in California. State of California, March 15, 1963.
3. A Proposed Program for Scenic Roads and Parkways. U.S. Department of Commerce. June, 1966.
4. Preliminary Scenic Highways Element. San Diego County EDA, October, 1974.
5. Scenic Highway Element. City of San Diego, adopted September 19, 1974.
6. Circulation and Scenic Highways Element. City of San Marcos General Plan, 1975.
7. General Plan Guidelines. State of California Council on Intergovernmental Relations. September 20, 1973.
8. The Scenic Route. A Guide for the Official Designation of Eligible Scenic Highways. State of California, Department of Public Works, September, 1970.
9. State of California Streets and Highways Code, Article 2.5, Chapter 2, Division 1.
10. State of California Government Code, Article 5, Chapter 3, Title 7.





## APPENDIX A

### Excerpt from Streets and Highways Code

#### Article 2.5. State Scenic Highways

##### Legislative Intent

260. It is the intent of the Legislature in designating certain portions of the state highways system as state scenic highways to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. It is further declared to be the intent of the Legislature in designating such scenic highways to assign responsibility for the development of such scenic highways and for the establishment and application of specific planning and design standards and procedures appropriate thereto and to indicate, in broad statement terms, the location and extent of routes and areas requiring continuing and careful co-ordination of planning, design, construction, and regulation of land use and development, by state and local agencies as appropriate, to protect the social and economic values provided by the State's scenic resources.

##### Planning and Design Standards

261. The department shall, with the advice of the Scenic Highway Advisory Committee, establish and apply pertinent planning and design standards for development of official scenic highways.

In establishing and applying such standards for, and undertaking the development of, official scenic highways, the department shall take into consideration the concept of the "complete highway", which is a highway which incorporates not only safety, utility, and economy but also beauty. The department shall also take into consideration in establishing such standards that, in a "complete highway," pleasing appearance is a consideration in the planning and design process. In the development of official scenic highways, the department shall give special attention both to the impact of the highway on the landscape and to the highway's visual appearance. The standards for official scenic highways shall also require that local governmental agencies have taken such action as may be necessary to protect the scenic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, including, but not limited to (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earthmoving and landscaping; and (5) the design and appearance of structures and equipment.

##### Designation of Scenic Highways

262. Whenever the department determines that the corridor protection program for any state highway in the state scenic highway system established by this article has been implemented by local governmental agencies and a plan and program has been developed by the department for bringing such highway up to the standards for official scenic highways established by the department, including the concept of the "complete highway", as described in Section 261, the department shall designate the highway as an official scenic highway and shall so indicate the highway in any publications of the



department or in any maps which are issued by the department to the public.

The department shall cause appropriate signs to be placed and maintained along the portions of the state scenic highway system which the department has designated as official state scenic highways that indicate that the highways are official state scenic highways.

If at any time the department, with the advise of the Scenic Advisory Committee, determines that the corridor protection program of local governmental agencies with respect to any highway which has been designated as an official state scenic highway no longer adequately carries out responsibility of the local governmental agencies for the protection of the scenic corridor, it may revoke the designation of the highway as an official state scenic highway and remove the signs which so indicate the highway.

#### Coordination of Planning.

262.1. A local agency, as defined in subdivision (c) of Section 65402 of the Government Code, shall coordinate its planning with, and obtain the approval from, the appropriate local planning agency on the location and construction of any new district facility that would be within the scenic corridor of any state scenic highway.



## APPENDIX B

### California Council on Intergovernmental Relations -- General Plan Guidelines

#### The Scope and Nature of the Scenic Highways Element

This element provides for the local planning for official and unofficial scenic highways. Official scenic highways are so designated by the State Scenic Highway Advisory Committee after plans have been adopted and submitted by the local jurisdiction. Highways eligible for such designation are listed in the Streets and Highways Code Section 263. Official County Scenic Highways are also designated by the State Scenic Highway Advisory Committee upon application from the local jurisdiction.

Standards for official designation of scenic highway rest on the analysis, planning and protection of the scenic corridor through which the highway traverses. The Department of Transportation has prepared a guide on official scenic highway designation which is available at their local district offices.

The scenic highways element is the initial step leading toward the official designation as a scenic highway. As such, the element provides the basis for the preparation of specific scenic corridor plans. The element is not a scenic highway corridor study, but rather provides the basis for scenic corridor studies by the Department of Transportation or by the local jurisdiction. For cities and counties in which a scenic corridor study has been completed, the element may be a more specific plan or set of policies to protect and enhance the scenic corridor.

Although the emphasis of the scenic highway element is on the designation of state highway routes as "scenic" routes, this does not preclude local agencies from developing and adopting local scenic routes.

- A. Identification and evaluation of scenic corridors in the planning area, consideration of special features such as entryways, river or bay front highways, park drives, and similar important natural or landscaped and beautified arterials. Inclusion of a bikeway system within the scenic highway corridor may be considered.
- B. Statement of policy with diagram-map indicating the communities scenic highway system and the routes therein.
- C. Guide to implementation measures.





## Methodology

- A. Identification and analysis of scenic resources in the vicinity of streets and highways particularly those routes eligible for official scenic route designation.
- B. Identification of scenic corridors.
- C. Development of policies and programs to enhance and protect the scenic corridors.
- D. Consultation with the District Director of Transportation for assistance in initial corridor survey and identification.
- E. Consultation with organizations, individuals and residents in the scenic corridor to incorporate their suggestions regarding the proposed routes and to develop support for adopting measures to protect the route.

## Definition of Terms

Scenic Corridor: The visible land area outside the highway right-of-way and generally described as "the view from the road."

Official State Scenic Highway and Official County Scenic Highway: Scenic highways officially designated by the Scenic Highways Advisory Committee after application from local jurisdictions and only if on list of eligible highways found in Section 263 of the Streets and Highways Code.

Rural Designated Scenic Highway: A route that traverses a defined corridor within which natural scenic resources and aesthetic values are protected and enhanced.

Urban Designated Scenic Highway: A route that traverses a defined visual corridor which offers an unhindered view of attractive urban scenes.

## Relationship to Other Elements:

The scenic highways element relates directly to the open space and the circulation element and indirectly to the land use element. It relates as well to a non-mandatory element - the community design or urban design element.

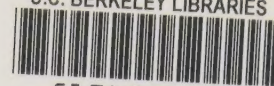
Its strongest relationship is with the open space element inasmuch as the scenic corridor, by definition, will transverse significant natural and urban open space areas. For this reason, the community may wish to make the scenic highways element a part of an environmental resources and management element. It also could be combined with the circulation element.

## Implementation

- A. Application for official designation to the District Director of Transportation.
- B. Specific corridor studies, plans and programs.
- C. Regulation of land use and density of development within the scenic corridor.



U.C. BERKELEY LIBRARIES



C124884389

